Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-8. (Canceled)

9. (Currently Amended) A control unit for an internal combustion engine provided with~~having~~ a three-way catalyst and an HC absorbent~~adsorbent operatively arranged in order~~ on the~~an~~ exhaust side of said internal combustion engine in this order, wherein said control unit has~~the engine~~,

a three-way catalyst warning control means that controls at the time of starting the said internal combustion engine the air-fuel ratio alternately to a rich state and a lean state until said three way catalyst reaches its activating temperature (250 °C to 400 °C); and

an HC absorbing catalyst warning control means that controls the air-fuel ration alternately to a rich state and a lean state in order to change the temperature of said HC absorbent, wherein

said HC absorbing catalyst warning control means starts the air-fuel ratio control when the temperature of said HC absorbing catalyst goes within the range of 100 °C to 200 °C and ceases the control when said temperature goes within the range of 250 °C to 400 °C.

~~said control unit being configured to optimize control of a temperature rise characteristic of said HC adsorbent by appropriate control of rich/lean exhaust for adjusting a temperature of said three-way catalyst.~~

10. (Previously Presented) The control unit according to Claim 9, further comprising a sensor which detects a temperature of said HC adsorbent.

11. -12. (Canceled)

13. (New) The control unit according to Claim 9, wherein said three way catalyst warning control means starts the air-fuel ratio control when estimation indicates completion of the evaporation of moisture in said three way catalyst.

14. (New) The control unit according to Claim 9, wherein said three way catalyst warning control means starts the air-fuel ratio control when a predetermined length of time has passed with the ignition timing held retarded after the starting of said internal combustion engine.